## EMERALD BEATS COLONIA.

MAIWELL'S SCHOONER AVENGES ONE OF HER PAST DEPRATS.

The Atlantic Vacht Club Regutta Signafund by Fine Sengoing Wenther and Keen Stilling-Warp and Vaquero III. Bivido the Sloop Honors-Dorothy Defeats Her Rival Cate. Under the influence of a strong breeze from

the west-northwest that blew the wavecrests on the lower bay to leeward in showers of spoon-drift and buried the lee rails of the competing yachts, the stately schooner Emerald, owned by J. Rogers Maxwell, crossed the finish line yesterday in a perfect smother of foam. Her star board rail was awash and the great mountains of canvas were pulling for all they were worth, while the surging seas sang a song of victory that must have sounded sweet to the ears of owner and designer, both of whom were on board. The special race of the Atlantic Yacht Club furnished Maxwell with an opportunity to meet his old rival, Colonia, and his yacht's victory was as marked as any that Commodore Postley's noted schooner ever gained over the Emerald last year. Nor was the victory entirely due to the yacht, for she was superbly handled by Maxwell, and when her admirers thought she was surely beaten, his knowledge and long experience helped him to a victory over "Charlie" Barr, whose reputation as an astute racing cap-

ato has stood second to none for some years. It was between the point of Sandy Hook and the old red lightship that the fine work of the Emerald's skipper told. As the yachts passed the low, sandy peninsula Colonia had a com-manding lead, but Maxwell had his mainsail trimmed almost flat, the wind at the time holding a couple of points abaft the beam, and he placed his trust in the work of his light sails to pull her through the water.
On Colonia it was different. Capt. Barr de-

his boat. The result was that Emerald drew up with wonderful speed, and, passing Colonia to windward, took the lead, eventually winning with the greatest ease.

At the finish line there was a suppressed

cheer that was almost drowned by the boarse whistle of the Regatta Committee's steamer as the big jacht swept across the mark, with her crew perched up under her port rail, and with her decks wet to the mast step, Colonia was then nearly a mile away, tear-ing along at a great pace her shark-like bow cutting the water like a knife, while a broad band of seething feam was carried along her rail and under her long, graceful counter She made a marine picture worth remembering as she slipped over the line, beaten, but still a craft such as would win the admiration of every yachting enthusiast on salt water.

Another feature of the day's racing was the

superb manner in which the sloop Wasp was sailed by Vaughn Clark, formerly owner of the noted forty-footer Gossoon. For a considerable time the fast sloop went at a pace that brought her in the van of the entire fleet, and she gybed around Sandy Hook light vessel a length ahead of Emerald, and was far on the homeward joursey when Colonia rounded the outer mark. There were two accidents. Amorita, salled by

Capt. Jack Watson, and having on board Lieucapt. Jack Watson, and having on board Lieutenant-Commander Kelley, who surveyed the waters around Sandy Hook, went aground on the point of the "false hook," and after raising ker centreboard managed to groe over and silde sut into deep water again. She withdrew from the contest, and taking in her cloud of balloon mile, started up the bay like a wounded gull.

The other accident was when the Norota and Eldolon were making for the home mark. These boats started almost together, and notwithstanding the fact that Norota had outsailed her rival in the earlier part of the race, with the increasing wind the white sloop came up handsomely, and they raced neek and neck toward the mark.

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the mark.

Norota was to leeward and Fred Hoyt, who
was at the stick, made frequent use of the "fisherman's luff" in order to weather the leeward
end of the line. Eddoion's skipper observed this
manœuvre and kept bearing away in order to
crowd the black sloop to leeward of the
line. Eddoion cut it too fine, however, and
as she bolled past, her starboard shrouds
caught the masthead of the little cat and in a
winkling the mark boat was lifted almost compietely out of the water and carried entirely
around before the headway of the flying yacht
was sufficiently checked to allow the boats to
drift apart. Norota, which was about a length
stern, luffed sharply, and almost before the
Eddoion was freed from her tangle the black
sloop passed over the line about six feet to windward of the half-submerred boat. Eldolon was,
ef course, disqualified.

As the regastic committee's steamer, in charge
of Newbury D. Lawton, steamed to the starting
linght 10 o'clock in the morning the wind was
light from the south west and the blue sky with
never a cloud gave but little promise of a breeze
that would try out any of the new boats
or make a satisfactory race for the old
ones. Several of the smaller craft were
towed to the starting line, where away
off in the distance the trio of big schooners were
seen standing off and on to the windward of the
line, from which point of vantage they could
easily drift up the bay with the strong flood tide.
As they appeared in the morning Colonia stood
up better than Emerald, which latter appeared
thader in even the light airs.

After some delay in getting the startoof the
schooners followed five minutes later. The
course was to Southwest Spit, familiarly known
to fishermen as the "gob" booy, thence to Sandy
Hook lightship and return to the starting line,
bearing the spit on the starboard hand in returning.

Colonia was the first to slip across the mark,
breaking out a baby jib topaall as she went over.

Hoos lightship and return to the starting line, leaving the spit on the starboard hand in returning.

Colonia was the first to slip across the mark, breaking out a baby fib topsall as she went over, and closely followed by W. Gould Brokaw's Amorita, which held the westher berth. The Amorita also broke out her baby jib, which was on the stay in stops. Emerald was to windward of the line and came up to it on the port tack. She went about just on the mark and started after the flying pair, which had already opened up quite a wide gap. All cruised on the starboard tack close hauled, the direction of the wind making the course a beat, with the long leg on the starboard tack down to the Spit buoy. Amorita went about four minutes after the flart and made a hitch in toward Swinburne island, closely followed by Colonia, while Emerald, on board of which was Capt. Rhodes of the Lasca and H. C. Wintringham, as well as her owner, held on until 11:15:30, when she elewed up her foretopsall and stood in toward Prince's flay just as the whistle announcing the start of the thirties had been sounded from the Regatta Committee's steamer.

In the mean time the sloops had been started

owner, neid on until 11:15:30, when she clewed up her foretopsail and stood in toward Prince's Bay just as the whistle announcing the start of the thirties had been sounded from the Regatta Committee's steamer.

In the mean time the sloops had been started at 11:10:00, and Hera had allipped over the line with the sign-1, close up to the starboard end of he mark. She was followed by Akista, Syce, Wasp. Norota, Eidolon, and Acuahla. Byce held the weather position, while the Lippitt sloop was far over to the port end of the imaginary line. Syce and Wasp were the only boats in the fleet that carried clubtopsails, and it was soon recognized that the race for the Gould Sloop cup lay between them. All set haby lib-topsails and carried them handlify in the light airs. Wasp, however, was easily outfooting the new boat and opening up the great gap that that was never afterward lessened by the sloops, and which brought her nearer every minute to the big schooners.

The start for the thirties was made at 11:15:00, and they crossed in the following order: Musme, Vaqu'ro, and Wa-Wa. They did not, however, make the pretty start that yachtsmen have grown accustomed to in this class, as they were far apart, and there was little mancovering, while, as soon as they passed over the mark, they split tacks and were never close together again until the finish of the race.

At 11:18:20 Emerald passed astern of Colonia and fitty seconds later went under the stern of the Brokaw schooner, and after some short litches they reached out toward can busy No. 7, at which point Colonia appeared fully three-quarters of a mile ahead of Emerald, with Amorita about midway between them and Wasp, eating out to windward of the new Syce, having broken out her baby lib topsail, that had hung in stops on the stay until she passed Swinburne Island.

The leading yachts were timed at the Spit as colonia; 10:45:00; Amorita, 11:47:30; Emerald, 11:48:45; Wasp, 11:56:30; Syce, 11:56:40; Norota, 12:03:10, and Eidolon, 12:04:52. The others eased off sheets in the

Off the point of the Hook Colonia was 4 minutes 40 seconds ahead of Amorita and 6 minutes 20 seconds in advance of Emerald. Soon after passing the point the Amorita was seen to suddenly stop on the tail end of the "false hook" close to the black buoy and far inside of the beliand spar that mark the channel. She was aground two minutes before she managed to able off, and Emerald was past her before her ight sails could be taken in. Amorita's board was broken, and she went back for repairs.

Past the black lightahip that marks the wreck of the Scotland the vessels sped, but long before the Sandy Hook light vessel loomed up on the horizon Emerald had passed Colonia and Wasp

had also gone by her to lesward. The wind sgain shifted at this point, coming out from the south-southeast, and spinnakers were doused with a rush. The flood tide was setting the yachts toward the red sentinel that warns mariners in both-fair weather and foul, and, as the yachts approached it, it was seen that wasp had also walked through Emerad's lee, passing her at 1:47:00, and being the first boat to gybe around the mark. The leaders were timed as follows: Wasp, 1:58:00: Emerald, 1:59:20; Colonia, 2:07:30.

When Colonia filled away on the broad reach for home the leaders were far down toward Scotland Lightship, the mainsail of the Wasp looking like a slender silver line against the gray sky. The leaders caught a breeze just as the Colonia squared away, and had their starboard scuppers awash, while they dashed the spray merrily to leeward. Emerald was at this point eight minutes ten seconds ahead of Colonia.

After passing the Scotland lightship the wind hauled again, this time from the west-northwest, which held and increased in strength until the finish. In the beat in from the wreck of the Alvena to the Spit buoy Emerald passed the can and ball at 3:11:30; the Wasp at the 3:12:10, and the Colonia at 112:45. The course home was with lifted sheets on the port tack. The summaries:

	BUHDO	INERB.		
Name.	Owners.		Time.	Corrected Time.
Emerald	C. E. Postley. J. R. Maxwel W. G. Brokay	101.47	H. N. S. 4 47 35 4 49 55 Did not	4 47 95 4 41 48 finish.
	SLO	OPS.		
Eldolon Norota Akista, Acushia	H. P. Lippitt. P. M. Hoyt. James Weir. R. D. Burnhar George Hill. B. W. Hanan Ralph N. Eill	50.86 fr. 42.61 m. 41.64 87.75	4 45 08 5 01 80 Disquali 6 01 85 Not time Did not Not time	o ar as dnish.

SLOOPS-30-FOOT CLASS. Wa Wa. ... James Stillman. 30.00 3 47 55 5 47 55 Vaquero III.H. B. Duryea. ... 30.00 3 47 00 3 47 00 Musme. ... J.M.M'Donough. 30.00 3 53 00 3 53 00 On Colonia it was different. Capt. Barr de-pended to a great extent on the mainsail to drive III., and Dorothy.

BROOKLYN Y. C. REGATTA.

Defiance, Ethel, and Jennie S. Win in Their

The Brooklyn Yacht Club held its fortieth annual regatta yesterday afternoon in Graves-end Bay. There were three classes—S5-foot sloops, mainsail yachts, and a special for 21-foot mainsail yachts. The larger boats sailed over an 1849-mile course, the starting line being off the clubhouse. Thence they sailed to Old Orchard Shoal buoy, thence to a point off Coney Island, and then back to the starting line. In the open mainsail class there was but one entry, F. J. Bergen's crack Ethel. She sailed over a 15-mile course alone. The 21-footers sailed to Old Orchard Shoal and return, a distance of 10 miles. There were some good times made, the southwest breeze holding true all through the regatta. Summary:

SLOOPS-35-FOOT CLASS.

	Finish.	Time.	
Name. Owner. Length.	H. M. S.	H. M. S.	t٠
DefianceG. L. Robinson. \$3.00	8 57 99	9 55 45	١.
NautilusJ. J. McCus38.00	4 19 22	8 17 10	1
Ilikato E. H. Converse	4 81 55	8 18 99	1
KangarooC.H.Humphrers31.06	4 26 57	8 28 46	١.
Nomad W. B. Growtage 26.07	4 55 08	8 51 17	1
MAINSAIL TACHT	8.		1 0
Ethel F. J. Bergen	4 08 42	2 52 38	10
MAINSAU VACUTS-21.90	OT OLAR	150	11

NEWS OF THE WHEELMEN.

Fast Time Made on Many Tracks Vesterday BUFFALO, June 12 .- Eddie Bald placed his third close finish this season to his credit at the Buffalo Athletic Field to-day. The race was the mile open, and Bald won from Fred Loughead, the Canadian champion, by less than a tire's width. It was a great finish, bringing 10,000 persons to their feet in excitement. Loughead made the jump and was a length to the good coming into the stretch. Bald gained inch by inch, and at the leap jumped for the last time, this time to victory. The finish with Kiser at

4:20 l-5. Two Miles, Handicap, Amateur—E. C. Haynes, Buf-falo, 100 yards, won; Harry Sbort, Buffalo, 80 yards, geoond; W. W. I. Waters, Buffalo, 90 yards, third. Time, 4:31 l-5.

Some pretty racing was witnessed in the first annual contests of the Eagle Wheelmen of Brooklyn resterday. Summary: Brooklyn yesterday. Summary:
One Mile Race—For boys under 13 years.—Won by
John J. Delley, 60 yarda; George H. Churchill, scratch,
second; R. Ira Beardaley, 65 yarda; third. Time,
4 minutes 53 8-5 seconds.
One-Mile Race—Boys from 13 to 16 years of age—
Won by John J. Martin. 20 yards; Joseph H. Dean,
scratch, second; Frank H. Rellly, scratch, third. Time,
3 minutes 50 y seconds.
Three-Mile Race—Boys under 16 years.—Won by R.
Batcliffe, 50 seconds: Louis Kirchner, 60 seconds, second; Thomas M. McCaffrey, 60 seconds, third. Time,
11 minutes 51 y seconds.

London, June 12.—In the international professional bicycle race of twenty-four hours, which began in the Crystal Palace at 8 o'clock last evening, Cordang for 126 miles beat the record, covering the distance in a hours 45 minutes and 59 1-5 seconds. He improved on the record of Huret, the French rider, up to the ninth hour when he came into contact with his pacer's wheel and fell disabled. Patterson at the end of the twelfth hour was 240 yards ahead of the world's record, with 228 miles 460 yards to his credit. Afterward, however, he was behind the record.

Boston. June 12.—Jay Eaton, the crack indoor rider of New York, made his first appearance on a track since his accident of last year
at Charles River Park this afternoon. The best
he could do was second in the one-mile handicap
professional race, riding from scratch. Frank
and Nat Butler won the half mile open professional race, finishing one and two. Callahan
and Walsh of Waltham established an American tandem record (6:39 3-5) in the three-mile
tamdem pursuit race. Summary:
One Mile, Handicap, Professional—Won by J.E. Walsh,

tamdem pursuit race. Summary:

One Mile, Handicap, Professional—Woo by J.E. Walsh,
Waltham, 60 yards; Jay Eaton, New York, scratch,
second; A. W. Porter, Waltham, 50 yards, third; J.
Nadean, Keene, N. H., 65 yards, fourth, Time,
2:18 3-5

One-Third of a Rile, Open, Amateur—Won by E. M.
Hake, Keene; J. B. Fowler, Waltham, second; C. T.
Nelson, Springfield, third; W. H. Senter, Brockton,
fourth, Time, 0:48 2-5.

Three Miles, Tandem, Pursuit Race—Callahan and
Walsh of Waltham defeated Mayo and Saunders.
Time, 5:39 1-5.

One-half Mile, Handicap, Amateur—Won by Dan
Daley, Taunton, 25 yards; C. M. Rly, Northampton,
25 yards, second; G. Plantiff, Waltham, 25 yards,
1:96 2-5.

One-half Mile, Open, Professional, Won by Markey,
1:96 2-5.

One-half Mile, Open, Professional, Won by Markey,
1:96 2-5.

1:08 g.5.
One-half Mile, Open, Professional—Won by Frank
Butler, Cambridge; Nat Butler, Cambridge, seconds
W. R. Reynolds, Hyde Park, third. Time, 1:08 S-5.

LOUISVILLE, June 12.-Ed Fitchner won the open mile professional race at the Fountain Ferry Cycling Association matinée to-day, Time, 2:25. H. W. Seaton was second and Karl Thome third. Seaton won the two-mile race in 4:56 4-5. Thome second and Fitchner third.

Thome third. Seaton won the two-mile race in 4:56 4-5. Thome second and Fitchner third.

St. Louis, June 12.—The National Circuit tournament of the Associated Cycle Club at the Pastime track this afternoon furnished one of the best days of cycle racing ever seen in St. Louis, and attracted an immense orowd. Several of the crack wheelmen of the country participated. Earl Kiser of New York guideased Willie Coburs in the match race at a mile for \$200, and won easily by fully fifty feet. They were paced by Berr Harding and Sack Coburn on a tandem and E. E. Anderson on a single, but the time was poor. Kiser also won the one-third mile, professional, with ease, Arthur Gardiner of Chicago beating Cabanne a few inches for second money. Anderson, of locomotive fame, surprised everybody by getting a lead of a third of a lap in the one mile open, professional, and holding it to the end. Kiser second, and wonder the place by a narrow margin. Kiser was again defeated in the two-mile handleap, with 200 yards, finishing second, Kiser was cond. C. A. Newman third. Time, 2:42.

One-Third Mile, Professional—Earl Kiser first, Arthur Gardiner second, Cabannarles:

One-Third Mile, Professional—E. R. Anderson first, Frank Coatelio second, Joe Howard third, Time, 2:42.

Two Mile, Handteap, Amateur—R. F. Buder first, C. L. Knower second, J. C. Moward third, Time, 2:42.

Two Mile, Handteap, Amateur—R. F. Buder first, C. L. Knower second, J. A. Kreidler third. Time, 3:42.

Two Mile, Handteap, Amateur—R. F. Buder first, C. L. Knower second, J. A. Kreidler third. Time, 3:42.

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Two Mile, Handteap, Amateur—R. S. Buder first, Arthur Gatelious

EDEY LEADS THE BROKERS. WINNER OF THE STOCK EXCHANGE GOLF HANDICAP.

Thirty-five Players Pinish in One of the Most Successful Matches of the Season-Macdon-ald Leads Toler by a Stroke-A Chinese Gong Goos to Shaw for the Sooby Princ. Mamuron and the rivalries of 'Change were orgotten by the brokers of the Stock Exchange yesterday as they climbed the hills with the enthusiasm of schoolboys on a holiday in their first annual golf handicap at the Knollwood Country Club. The handicaps ranged from plus six to thirty strokes off, and the players really should have been divided into two classes. It was a successful affair, however, and the scores compare favorably with those of the different club tournsments, class for class. The Stock Exchange committee, composed of Ransom H. Thomas, Daniel Chauncey, E. W. Jewett, J. Borden Harriman, and H. P. Toler, kept the handicaps a secret until every card was handed in. When the

F. W. Jackson, Westchester County— Out.....1 5 711 8 6 6 4 10—68 In..... 7 5 4 6 6 711 7 4—59 197 18 109 E. W. Jewett, Dyker Meadow— Out.... 6 5 7 8 9 7 6 5 7—59 In..... 12 4 4 6 5 5 10 5 4—55 117 7 110 ratings were put up it was seen that W. S. Out....10 7 711 11 711 8 9-81 Edey, the well-known wing shot, led with In..... 6 510 5 7 8 9 8 7-67 145 86 118



both the best gross and net score. He won the first prise, Walter S. Watson, Jr., the second, and L. S. Kerr the third. John M. Shaw had the unwelcome distinction of winning the booby prize. This was a Chinese gong decked out with green ribbons, typifying that his golfing fame was as empty as sounding

"Although beaten," said Shaw, as the gong was handed to him, "I am not disgraced, for I have had the courage not to suppress my card." This was a hard hit at the backsliders, for out of thirty-eight starters thirty-five returned their cards. W. H. Sunds, one of the plus men, who only returned from Europe on Friday and has H. S. Brooks. 1 Jennings. his "sea legs" still, withdrew at the fourth hole, but this excuse could not be put forward for the others. Norman Whitehouse and W. J. Wadsworth. The committee ruled that a man could not start in the next handicap who had not re-

turned a score.

It was evident, as the men stood about the starting tee, that each player was thoroughly in earnest. The drives were unusually good. Nearly every one sent his ball well over the ditch and the road to the good turf beyond the hazard. J. B. Harriman and E. W. Jewett were the first out. Thomas and Wadsworth were each short of the ditch, and Bordrove into it and had to lift. Shaw began the chapter of accidents that was to give the gong to him by just fanning the top of his ball, after a strong swing, so that he only

this time to victory. The finish with Kiser at Waitham and that of yesterday at Warsaw was duplicated, and Baid got the decision. Cooper gave indication of improved form, taking his first third of the season and acting to the season and acting the season and acting to th

water carry being fifty yards. From the tweifth tee, which is on a builtup platform, the distance to the cup is 150 yards, with a water carry of seventy yards. The illustration, which is from a photograph by P. Gibert Thebaud, the Knoilwood golfer, shows the twelfth tee and the water the balls had to be hit over. The first dozen pairs to take the "water jumps" were so steady that the "gallery" lost its anticipated laughs, but they had fun enough before all had passed.

I. Chauncey McKeever was the first to plump a ball into the pond. Then Putnam, usually a steady driver, banged his ball into the water from the eleventh and again from the twelfth tee. Borland, Deveau, Barton and Motley each splashed up the waters in their attempts, but shaw, the predestined winner of the booby, had the worst time. Three times he swung bravely on the twelfth tee, only to send the ball to a watery grave. The fourth attempt, however, was successful, and as the ball soared shrough the air in a graceful curve Shaw was applauded loudly by the "gallery."

"We are out for a gambol on the green, not a gamble," said one of the brokers as an excuse for declining a wager; yet, as Wall Street could not be thoroughly happy without something to speculate on, there was considerable money put up as to whether Toler or Macdonald would make the lowest score. The backers of the Western man won, but only by a single stroke. Neither man played good golf, for either should do an eighty-five for the course at any time. Luck was against Toler, but he received many chances to take the lead in spite of this, had he not been off in his game. Macdonald was erratic, overplaying many of his approach shots. By holes Toler had one the better of it.

Edey nearly went into the water from the twelfth tee, making his only poor drive of the day. As it was, he had to tee up a new ball, playing three, which makes his 42 for the inward holes better than it looks. In the Knoil-wood open handicap, on May 23, Edey made 90 for eighteen holes, which shows that he is pla

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In 6	- 8	7	11	14	5	18	. 9	7-79	169	80	189
John M.	She	W	B	utt	arc	1-					
Out9 ln7	19	8	15	6	11	7	. 5	10-51		147.7	
In7	5	17	18	B	12	15	7	0-90	171	80	161

Ardaley Overwhelms Dyker Mendow A visiting team from the Dyker Meadow Golf Club was treated to some fast golf by the Ardsley Club team at Ardsley yesterday, the home players winning by forty-two holes. The score: ARDSLAT.

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Я	Worcester 6	Nesmith		0
	J. T. Perry, Jr 5	Phillips		. 0
		W. Terry	.,,,,,,,,,	
	Winston 6	Dike	.,,,,,,,,	
ď	Eldridge 0	Gardiner	*********	
	Huntington 4	Fordiner		
i	T The Motor	Fowler	*********	0
	J. Sheffield	vernon	*********	0
	C. Shemeld 1	G. Notman	*******	0
	Barnes 0	C. Notman.	*********	0
	Tanana and Tanana			-
	Total 44	Total		2
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	turned were:	manutcap	rue care	19 10-
	turned were:	104433333	Trans.	4400
		Gross.	H'oap.	Net.
	Dr. Richards	95	10	85
	F. J. Winston	97	10	87
	J. E. Shemeld	101	14	87
	Ford Huntington	101	10	91
	J. P. Carey, Jr	109	10	93
	S. B. Trowbridge	104	12	99
	William Christy	103	10	93
	F. B. Keech.	104	11	98
	F. L. W. liman	108	10	WS
	Roderick Terry	109	10	98
	W. J. Worcester	100	10	69
	W V & Thomas		18	99
	W. V. S. Thorne		479	
	William F. Judson	116	14	102

1	T. T. Reid 9 C. W. Van Antwerp
	F. M. Harrison 0 C. Wheeler Barnes
	C. B. Brown 0 D. G. Henderson
1	T. C. Emerson
	Total 22 Total
1	The junior team of St. Andrew's, composed of
	boys under 14 years old, with Archibald Reid
1	Captain, played a match at the links of the
1	Saegkill Golf Club, Yonkers, with the followin
1	result:
1	
1	Archie Reed SJ. R. Unbam
	Archie Roed 2 J. R. Unham

. B Total ......10 Pairfield County Colfers Outplay the States

Total .....

At the links that charmed the visitors by their beauty, but dazzled them when it came to play peauty, but cassied them when it came to play-ing, the Staten Island Cricket and Baseball Club team met with a defeat at the Fairfield County Golf Club resterday. The special fea-tures were the downfall of Stoddart, the ama-teur champion of 1894, by Douglas, and the rec-ord made by Cox (39) on the last nine holes. The

	FAIRFIELD COUNTY.	STATES INLAND.
	Findiay S. Douglas 3	L. B. Stoddart
	Dr. C. E. Martin	J. R. Chadwick
Н	Charles S. Cox	G. E. Armstrong
H	Julian W. Curtiss 1	Charles T. Stout
	J. M. Mason 0	O. Hockmeyer
	George Phelps0	C. A. Fry
	Total9	Total
	Haudienp a	t Baltuarel.

were:	H'oan.
W. F. Morgan	14
H. G. Leavitt	18
R. M. Shepard 98	v
A. F. Riach106	14
A. F. Riach	11
Orier Campbell 97	4
B. Hardwick103	7
B. Ward, Jr	0
C. S. Miller	18
John Du Fals	18
George Palmer	14

At the Tu	zodo Links.
team defeated the Mor.	The Tuxedo Golf Club ris County Golf Club in a xedo links by twenty-one ry:
E. C. Kent	MORRIE COUNTY.  4 Flagg
Rushmore	1 Post 0
T. S. Taller	Marsh 0 4 Beckwith 0 5 Total 4

New Brunswick, June 12.—The Hillside Ten-nis and Golf Club of Plainfield defeated the New the latter? links to Team Match at New Brunswick.

day by the following so	NEW BRUNKWICK
P. W. Walz.	7 J. P. Street
H. D. West	W. R. Hill
E. Tracey	W. S. Myers
H. R. Stockton	A. Atkinson
J. S. Anthony	L. Runyon
W. B. Wadsworth1	J. L. Morgan
J. S. Anthony W. B. Wadsworth	C. B. Ludlow
Total9	Total
Nutley Bewi	s Glen Ridge.

In the team match at Glen Ridge yesterday the Nutley Golf Club won after a close contest from the Glen Ridge Golf Club players. The

GLENRIDGE.
Wilson
GLENRIDGE. B Wilson
Manwart
Requebton
Dodd
Dodd
7 Total
N. Establishmonomorphisms

PATERSON, June 12.—A bogie tournament was the attraction at the Paterson links this afternoon. H. C. Knox was the winner, coming in three down under the "Colonel." The accreances the number of holes each player was down to bogie.

H. C. Knox, S. F. Scott, 4: R. B. Lewis, 4; W. G. Scott, 5: H. Verenbach, 5: W. D. Rosenerants, 5: D. G. Scott, 6: J. W. Griggs, 6: H. Burnett, 6: S. M. Allen, 6: D. Burnett, 7: V. M. Lewis, 7: H. Tuttle, 7: A. Grainam, 7: M. Gordon, 7: E. Gherardi, 8: W. E. Cocks, 8; W. Bummer, E.

SCHOOLBOYS BREAK RECORDS. National Interscholastic Champtonships Furmish Interesting Sport.

Record breaking was the order of the day at the second annual championship meeting of the National Interscholastic Association yesterday. The tournament was held at Columbia Oval, and a couple of thousand patrons of the sport took advantage of the free gate established through the generosity of the Knickerbocker A. C. The weather was all that could be desired from a spectator's point of view, but a brisk wind worried the runners and retarded the track experts considerably. Despite this draw-back the young athletes got in some very offective work, and new records were established for the 120-yard hurdle, one-mile walk, 440-yard run, one-mile run, running high Jump, running broad jump, shot and hammer, while the record was equalled in the 220-yard hurdle race. This was equalled in the 220-yard hurdle race. This must be regarded as remarkable under the conditions and in view of the fact that there were only fourteen events in all on the card.

At a meeting of the association held prior to the games the entry of P. H. Christensen, Harvard School, had been cancelled because his school was not allied, and there was also a kick over the eligibility of F. R. Sturtevant, who was entered from New England Instead of Connecticut. The latter athlete was allowed to compete under protest, and after taking second in the pole vault he won the high jump and broke a record.

pole valit he won the high jump and broke a record.

The local schools were very sparsely represented and in the contests for the points benner New England smothered everybody. Her aggregate score included points in every event but two and footed up to a total of 51. Long Island came next in order with 24, just one point shead of the New York combination. Manvel's double victory boosted the score of New Jersey up to 14 points, and the profest against Sturtevant netted 8 points for Connecticut. The Iowa boys were compensated for their long trip by 6 points. Summary:

Summary:

100-Yard Run—First heat won by H. J. Kane, New England; C. A. Sulzer, New Jersey, second; B. W. Wenman, New York, third. Time, 10 4-5 seconds. Second heat won by A. F. Duffy, New Fingland; A. W. Robinson, Long Island; A. F. Duffy, New England; A. F. Duffy, New England, second; H. J. Kane, New England; third. Time, 10 3-5 seconds.

120-Yard Hurdles-Virst heat won by J. J. Peters.

land, third. Time, 10 2-5 seconds.

120-Yard Hurdle—First beat won by J. J. Peters, New England; T. Huward, New Jersey, second; J. Dean Tilford, New York, third. Time, 17 1-5 seconds. Secong heat won by C. A. O'Rourke, New York; W. H. Boyce, New England, second. Time, 17 1-5 seconds. Final heat won by J. J. Peters, New England; W. B. Boyce, New Hugland, second: C. A. O'Hourke, New York, third. Time, 16 4-5 seconds. O'Rourke, New York, third. Time, 16 d-5 seconds.

Although this event was run almost in the face of a stiff wind, the boys developed such speed that Peters, after a hot tussle with Boyce and O'Rourke, beat the national record of 16 d-5 seconds established by Andy F. Beers, New York, last year.

880-Yard Run-Won by H. E. Manvel, New Jersey; R. C. Batchelder, New England, second; A. L. Newton, Dartmouth, N. H., third. Time, 2 minutes 18-5 seconds.

seconds.

Newton made most of the pace and brought his rivals along at a good clip until half a lap from home. Then Manvel strode to the front and drew away at every stride, winning by a wide margin. Batchelder tackied Newton on home turn and got the better of him in a lively dust up down the stretch. One-Mile Bleyele Race—Won by W. Hawkins, Long Island: E. A. Strong, New England, second; B. C. Wells, New England, third. Time, 2 minutes 48 2-0

There were seven starters, and all came to grief on the second turn. Four were able to remount and make a fairly interesting race. One Mile Walk—Won by Sanford Ringler, Iowa; W. F. Mohan, New Engiand, second; D. D. McGrew, New York, third. Time, 7 minutes 37 4-5 seconds.

Only the three started, and McGrew at once sacrificed his chances by settling down to a walk. The other pair tried every method of locomotion short of sprinting, but managed to evade a final caution. The winner loped in about twenty yards in front, and his time beat the record of 7 minutes 53 2.5 seconds established by A. L. O'Toole, New England, last year. Throwing 12-Pound Hammer—Won by H. J. Brown, Long Island, with a throw of 149 feet 4 junes, B. Gilson, New York, second, with a throw of 120 feet 8 junches; W. B. Boyce, New England, third, with a throw of 120 feet 8 junches.

Brown was easily the best of the six competi-tors, and not only won by almost 23 feet but de-cisively disposed of the national record of 129 feet 10 inches established by F. C. Ingalls, Con-necticut, last year. 440-Yard Run-Won by H. E. Manvel, New Jersey; A. W. Burlingame, Long Island, second; C. A. Brown, Iowa, third, Time, 51 seconds.

Iowa, third. Time, 31 seconds.

C. K. Phillips of New Jersey was the only other starter. Manvel waited in the bunch for a furlong and then cut loose, winning as he liked by fifteen yards. His time eclipsed the national record of 51 2-5 seconds established by H. L. Washburn, New York, last year.

Putting 13 Pound Shot—Woo by B. P. Kinney, Long Island, with a put of 43 feet 5 inches; W. W. Coe, New England, second, with a put of 41 feet 57 inches; J. C. Tomlinson, New York, third, with a put of 41 feet 58 inches.

feet 8% inches.

Kinney's winning put supplanted the national record of 43 feet 4 inches established by F. C. Ingalls, Connecticut, last year.

Fols Vault—Won by R. W. Paulding, New York, with a vault of 10 feet 8% inches; F. R. Sturfevant, Connecticut, second, with a vault of 0 feet 11% inches; G. P. Smith and P. A. Moore, New Jersey, a tie for third at 9 feet 8% inces. The latter pair tossed off for the third prize, and the coin turned in favor of Smith.

Smith. 220-Yard Run—Won by H. S. Kane, New England; C. A. Sulzer, New Jersey, second; A. F. Duffy, New Eng-land, third. Time, 22 4-5 s conds. Kane set a tremendous pace, and at the half distance looked like finishing alone. Then Sul-ger struck his gait and closed up hand over hand, but he just failed to eatch his man. 220-Yard Hurdle-Won by W. B. Boyce, Ne Johnson, New York, third. Time, 10 7-0 seconds.

Boyce made good tracks against a strong wind and equalled the national record established by J. H. Converse, New England, last year. It was a noticeable fact that Converse finished yards outside his own record.

One-Mile Run-Won by A. L. Newton, Dartmouth, N. H.; O. E. Woodbrae, New England, second; R. L. Sanford, Long Island, third. Time, 4 minutes 58 sec-Newton made all his own running and won as he liked by fifty yards. His time cut a big slice off the national record of 5 minutes 10 1-5 seconds established by D. T. Sullivan, New Eng-

Running High Jump—Won by F. R. Sturtevant. Connecticut, with a jump of 5 feet 9's inches; W. Grace, New York, second, with a jump of 5 feet 8 inches; C. M. Rotch, New England, third, with a jump of 5 feet 7 inches.

of 5 feet 7 inches.

Sturtevant beat the national record of 5 feet 8 inches, held jointly by himself and T. Flournoy, Iowa, while Grace tied it.

Running Broad Jump—Won by W. D. Kelly, New York, with a jump of 21 feet 4 inches; T. R. Pell, New York, second, with a jump of 21 feet 25 inches; W. B. Boyoe, New England, third, with a jump of 30 feet 8 inches.

Buches.

Both Kelly and Pell beat the national record of 21 feet 1 inch, established by H. Brown, Connecticut, last year.

The annual meeting of the National Interscholastic A. A. A. was held at the Knickerbocker A. C. last night. The following officers were elected for the ensuing year: H. B. Kennington, President; C. A. Brown, Vice-President; D. Brown, Secretary; E. P. Smith, Treasurer, Some of the delegates wanted to add to the annual events the throwing of the discus, but it was laid over until the next incetting.

Brooklyn's Law Bepartment on the Diamond.

Brooklyn politicians of high and low degree were Grounds vesterday afternoon, where the employees of the County Clerk's Office crossed bats with the men employed in the office of the District Attorney. men employed in the office of the Diatrict Attorney, Diatrict Attorney Backus did not reliab the way the Worth men piled up the runs in the first three finnings and came in from the field and went in the box himself. Backus had the Worth batters at his mercy in the two innings he pitched and but for the ragged support is the field not a run would have been scored. At the conclusion of the game the Diatrick Attorney remarked to a friend: "Hereafter the employees of the Diatrict Attorney's office must pass a civil service examination in the rudiments of the national game." The teams played as follows: rediments of the national game." The teams played as follows:
District Attorney's Office—Little, pitcher; Lawton, cascher; Caldwell, first base; Reinnardt, second base; Daly, third base; H. Worth, sho tstop; Sims, right field; Backus, centre field; Armstrong, lefs field.

County Clerk's Office-Lockyer, second base; Bedell, shortstop; Hallock, third base; Lynch, pitcher; Sears, right field; Grabam, catcher; Neagner, centre field; Mayerholts, first base; Jacobs, left field. The score: District Atterney's Office. . . . . 3 1 4 6 0-14 County Cierk's Office. . . . . . . 12 12 15 4 6-49 Sharpshooters to Sail for Europe.

Gus Zimmermann, the noted rife shot, will head a party of fifty of the New York Independent Sharpparty of fifty of the New York Independent Sharp-shooters who will sail for Europe next week to participate in the international shoot at Nurnberg, Germany, July 4 to 12. It is expected that between 6,000 and 7,000 sharpshooters from all over the world will be as the shoot.

The New York dolegation will leave on the August Victoria next Thursday. The party will include Zimmermann, Capt. Weber, Fred Ross, Ignata Martin, F. Pope, Gebhardt Krauss, August Begerow, J. Liebs, and M. Gute.

"Young Griffo" Released from the Penitentiary.

"Young Griffo," the pugilist, surprised the Tenderloin sports yesterday afternoon by ap-pearing on Sixth avenue drossed in a neat-fittin; blue serge suit, russet shoes, and a straw hat It was the Australian's first visit to this part of the town in over nine months, and he was re-ceived rather warmly by many friends and adceled rather warmly by many friends and an inferes.

Griffo was released from the Kings County Penitentiary yesterday morning, and was met at the prison door by his manager, Hughey Behan. He has rarely looked in better condition. He said that he weighed 138 pounds stripped. He was glad to hear that he had been matched to meet kid McPartland, as stated in yesterday's Sux. He would rather fight Lavigne, he

said, as he wants to become the champion light weight of the world.

"I want it understood," said Griffe, "that no one is authorized to make any matches for me except Hugher Behan. He is my manager and I will be guided by what he says and does. I regard Kid McPartland as a clever fellow and I think our match ought to be a very interesting one. After I'm through with McPartland i will meet Lavigne, and then I may possibly go to England, which country I have nover seen. I will be on hand with Behan on Monday afternoon to arrange the details of my go with McPartland."

Ocean Stenmers.

AMERICAN LINE.

NEW YORK—OUTHAMPTON—(London—Paris.)

SAIIling every Wednesday at 10 A. M.

ST. PAUL June 16 0H1O. Sat. June 26
BERLIN Sat. June 19 PARIS. June 28
ST. LOUIS. June 88 ST. PAUL July 7

ST. LOUIS. June 88 ST. PAUL July 7

RED STAR LINE TO ANTWERP. Sailing every Wednesday.

Noordland. June 10, noon Friesland. June 23, noon
Berlin.Sat. June 19.10a. M. Kensin'n. June 30, 4:30 P. M.
INTERNATIONAL NAVIGATION COMPANY.
Piers 14 and 15, North River. Office, d Bowling Green.

ANCHOR LINE.

GLAMA DAY VIA LONDONDERRY.

Weekly from Pier 54, N. R., foot West Bath st.

Furnessia... June 19, noon | Ethiopia... June 20, noon
City of Renne, July 8 and Rept. 4.

For new illustrated book of tours and passage rates
and further particulars apply to
BENDERSON EROTHERS. Agents 7 Bowling Green. CUNARD LINE TO LIVERPOOL, VIA QUEENSTOWN. Campania June 17, 9 A.M. Etruria... July 10, 1 P. M. Umbria... June 26, 1 P.M. Campania. July 17, 8 A.M. Lucania... July 8, 8 A.M. Aurania... July 24, noon EEFRA SARELNESS.
Aurania... June 28, noon | Servia... July 6, 10 A.M. SPECIAI. NOTICE.

The Campania will sail hence Thursday, June 17, at 9 A. H... instead of Saturday, June 10, which will cunble passengers to arrive at Liverpool in time to attend the Queen's Jubiles Review at Spithead, June 20, VERNON H. BROWN & CO., Gen. Ag 'ta, 4 Bowling Green.

HAMBURG-AMERICAN LINE TWIN SCREW EXPRESS from New York to Plymouth (London), Cherboure, Paris and Hamburg, Avictoria, June 17, 7 A. M. Columbia, July 8, 7 A. M. F. Bismarck, July 23, 10 A. M. F. Bismarck, July 23, 10 A. M. Normannia, July 19, 10 A. M. Normannia, July 19, 10 A. M. HAMBURG SERVICE by Tw. n-screw Mails, S. Pernia, June 19, 9:30 A.M. | Paratia ... July 3, 8 A. M. First Cab., \$75 up: s cond class, \$40; stoerage, \$30. Hamburg-American Line, 87 Broadway.

DELIGHTFUL OCEAN TRIPS.

Superb new, fast steamships JOHN ENGLIS and MANHATTAN sail Tuesdays. Thursdays, and Saturdays at P. M. for Portland, Me., connecting for Eastern points. Commending June 14, steamers will leave every week day except Womesday from New York. Stamers fitted with every modern improvement for comfort and luxury. This is the most comfortable route to all points East, necessitating in chalges. Low fares. Quick passages. Tickets at Pier St, E. R., Maine S. S. Co's offere, 278 Broadway, and Thomas Cook & Son, 1925 and 1931 Broadway.

M. HALL, Agt., Pier SS, E. R. NORTH GERMAN LLOYD STEAMSHIP CO. MAINE STEAMSHIP CO.

H. HALL, Agt., Pier 38, E. R.

NORTH GERMAN LLOYD STEAMSHIP CO.

SHORT ROUTE TO LONDON AND CONTINENT.

FAST EXPRESS STEAMSHIS.

Saale, Tu., June 15, 10 A.M. | Labo, Tu., June 29, 10 A.M.

Trave, Tu., June 21, 10 A.M. | Havel, Tu., July 6, 10 A.M.

OKLRICHS & CO., y Bowling Green.

OELRICHS & CO., 2 Bowling Green.

OLD DOMINION LINE.

BAILY SERIVICE.

For Old Point Comfort, Nortolk, Newport News, Petersburg, Portsmouth, Pluner's Point, Richmond, Virginia Bessch, Va., and Washington, D. C., dally, except Sunday, from Pier 26, North River. Sailing every week day except Saturday at 3 P. M., and Saturday at 4 P. M. W. L. GUILLAUDEU, Vige-Pres. and Traffic Mgr.

WHITE STAR LINE. Teutonic... June 14, noon Majestic... June 30, noos Britannic... June 28, noon Germanic... July 7, noon NO COTTON CARRIED BY PASSENGER SIEAMERS. Pler 45, North River. Office 9 Broatway, New York. H. MAITLAND KERSEY, Agent.

Steamboats.

BOSTON AND NEW ENGLAND, VIA SOUND LINES, NORWICE LINE, via New London, from Pier 40, N. R., next to Desbrosses st., week day, only, at 6:00 P. M. N. R., next to Desbroses st., week day, only, st 6:00 P. M.

PALL RIVER LIVE, via Newport and Fall River, from Pier 18, N. R., foot Murray st., week days and Bundays, at 5:80 P. M.

PROVIDENCE LINE, via Providence direct, from Pier 36, N. R., one block above Canal st. Week days only, 5:30 P. M.

STONINGTON LINE, via Stonington, from Pier 36, M. R., one block above Canal st., week days only, at 6 P. M.

The popular steamers ADIRONDACK and DEAN RICHMOND will leave old Pier 41, N. R., foot Canal st, at 6 P. M. dally (Sundays excepted), making direct connections with trains North, East, and West.

CATSKILL EVENING LINE.
From foot of Christopher st., N. R., every week day at 6 P. M. connecting at Catskil with mountain trins; bicycles free norses an | carriages taken. Send to pier or to Catskill for descriptive folder.

MUDSON HIVER STRAMER MARY POWELL. Dally ("xo-pt Sundays", leaving Destroses at 3.15 P. M. (Saturdays"); 45 P. M.), West 2nd at 3:30 P. M. (Saturdays"); 45 P. M.), West 2nd at 3:30 P. M. (Saturdays"); 45 P. M.), West 2nd at 3:30 P. M. (Saturdays"); 45 P. M.), West 2nd at 3:30 P. M. (Saturdays"); 45 P. M.), 16 P. M. FOR PHILADELPHIA. (Saturdays"); 45 P. M.), 17:55,

K INOSTON LINE, West 10th st. Daily 4 P. M. Sat-K urday at 1. Steamers BALUVIN and ROMER for Cornwall, Newburg, New Hamburg, Mariboro, Milton, Pougl.keopsle, Hyde Park. Esopus, Kingston, connect-ing with U. & D. R. B. for all points in Catak lis. NEW MAVEN.—Par., 91: EXCERSION, 97.50. Sundays, Excursion, 91.90. Fast ateamers leave Pier. 25. E. R., week days, 8 P. M. and 12 midnight; Sun-days, 9:30 A. M. and 12 midnight; week day ateamers arrive in time for trains to Meriden, Hartford, Spring-field, and polate North.

Between time for trains to derive a second of field, and points North.

RAMSDELL, LINE.

Bleamers leave Pier 24, N. R., foot Franklin st., for Cranston's. West Point, Cold Spring, Cornwall, Fishkill Landing, Newburg, week days 5 P. M.; Sundays 9 A. M.; 185d st., N. R., WiSO A. M.

Excursion to Cranston's every week day, returning by down boat, arriving at 138d st., N. B., 11:50 P. M., fare \$1.00. Mary Powell tickets from any landing accepted when stamped Good on Ramsdell Line.

TROY BOATS.
CITY OF TROY OF SARATOWA leave Pier 46. N. R.,
foot West 10th st., daily, except Saturday, 6 P. M.,
Sunday stemmer touches of Albauy.

Zailronds.

Lehigh Valley Railroad.

Biations foot of West 23d St. (Penn. R. R.), Cortlandt or Desbrosses St.

Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

G155, 6469 A. M. daily (Sunday %1.5, 7 A. M.) for MAUCH CHUNK and intermediate stations.

71.65, 81.65 A. M. daily (Sunday %1.5, 7 A. M.) for MAUCH CHUNK and intermediate stations.

8CRANTON (week days), ELMIRA (week days), ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAO, ARA FALLS, and the West and principal local points: dining car and chair car to Buff. 10.

\*16.728, 10.189 A. M., Sundays only, for BOUND BROOK and intermediate stations.

\*11.55, 10.66 noon daily, except Sunday, for MAUCH CHUNK and intermediate points.

\*11.155, 10.66 noon daily, except Sunday, Maly Coaches and Parlor Cars. Dining Car Service. Meals as carte. Connects at Puffalo with through sleepers to Detroit and Chicago.

\*12.25, 10.49 P. M. daily, except Sunday, for MAUCH CHUNK and intermediate points.

\*19.68, 1.14 P. M. Sundays only, for EASTON, MAUCH CHUNK, and the coal branches.

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\*19.68, 1.14 P. M. Sundays only, for EASTON, MAUCH CHUNK, and the coal branches.

\*19.68, 1.14 P. M. Sundays only, for WILKESBARRE, PITPSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions; chair car for Wilkeslarre.

\*816.8, 4110 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pallman Buffer Farlor Car to Wilke-

WILKESBARKE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points u coal regions. Pullman Buffet Parior Car to Wilkelbarte.

\*\*AISS. 5:15 P. M. daily for EASTON and inter
\*\*AISS. 5:15 P. M. daily for EASTON and intermediate stations.

\*5.35, #150 P. M daily, except Sunday Express for SLATINGTON and principal intermediate stations. Connects for Reading and Harrisburg. Chair car to

for SLATINGTON and principal intermediate stations. Connects for Reading and Harrisburg. Chair car to Statington.

\*G.156, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullmen siceper vestibule train N.Y. to Chicago. Sleepers to Buffalo and Toronto.

\*7:185, 8:180 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIRLD. EASTON BETHLE. HEM MAUCH CHUNK L. & H. JUNCTION, SAVER. GENEVA, ROCHESTER, BATAVIA, and BUFFALO. Pullman sleeper for Buffalo. Note but sleeping car assengers carried. No laggage carried. GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman sleepers to Wilkesbarre and Itags.

Additional local trains daily, except Sunday, for BOUND BROOK and loternediate points leave as follows: \*8:55, 9:40, and 1525 Broadway, St. E. 13th St., 156 E. 135th St., 127 Bowery, N. Y.; 866 Fulton St., 156 E. 135th St., 127 Bowery, N. Y.; 866 Fulton St., Gooklyn.

N. Y. Tranafer Co. will call for and check baggage

I Court St., vs. Browner, Brooklyn. S. Y. Transfer Co. will call for and check buggage from hotel or residence to destination. BALTIMORE & OHIO.

Lauve New York, foot of Liberty at., daily.

CHICAGO, 2:00 P. M. and 12:15 night.

PITTEBURG, 3:30 ex. Sunday, 2:00 Sun. 12:15 night.

CINCINNATI, ST. 1.0018. 10 A. M. 5:00 P. M.

WASHINGTON BALTIMORE. S. 10:00 (Dining Car).

11:30 A. M. (Dining Car), 2:00, 3:30 (10) and Car, 5:00

(Dining Car), 6 P. M., 12:15 night. Sunday, 10:00 (Dining Car), 11:30 A. M. (Dining Car), 2:00 (Dining Car), 10:00 (Dining

Bailroads.

"AMERICA'S OREATEST RAILROAD." NEWYORK & HUDSON RIVER R. R.

BIRECT LINE TO NIAGARA FALLA. Trains leave Grand Sentral Station, 49d Street and Fourth Avenue, as follows:

8:30 A. M.—Dully, except Sunday, The Famous EMPIRS STATE EXPRESS, LIMITED, Eastest train in the world. Stops at Albany, Utics, Syricuse, Bookester, due Burlalo 4:55 P.M., Niagare Falls 5:55 P.M., This train is limited to its scaling causely.

THE FOUR-TRACK TRUNK LINE.

Cide the train in the world. Stops at Albany, Usica, Syricone, Boshester, due Buffalo 4:45 P. M., Nagarea Falls olds 19-M. This train is limited to its seating capacity.

9:30 A. M.—PAST MAIL, Daily—For Poughtreepoie, Nisgara Falls, and Cheveland.

10:00 A. M.—NORTH SHORR LIMITED, Daily—Conserve Falls, and Cheveland.

10:00 A. M.—NORTH SHORR LIMITED, Daily—Conserve Falls, and Cheveland.

10:00 A. M.—NORTH SHORR LIMITED, Daily—Conserve Falls, and Cheveland.

10:30 A. M.—DAT EXPRESS, except Sunday—Conserve Falls, Stops at Albany, Utica, Syracias, Ruchester, and Buffalo, Due Chicago, 9:00 A. M.

10:30 A. M.—DAT EXPRESS, except Sunday—Conserve Falls, Conserve Falls, Albany, Utica, Syracias, Ruchester, Roll Buffalo, Daily—For Columbus, Cincinnati, Indianapolis, and at. Louis. Stops at Foughtseroise, Albany, Utica, Syracias, Rochester, Roll Buffalo, Daily—For Depoint Conserver, Roll Buffalo, Daily—For Depoint Conserver, Roll Buffalo, Syracias, Rochester, Roll Buffalo, Syracias, Rochester, Roll Buffalo, Syracias, Rochester, Roll Buffalo, Daily—For Depoint Conserver, Roll Buffalo, Daily—For Depoint Conserver, Roll Buffalo, One Cley And Education's Chemical Conserver, Roll Buffalo, Chemical Conserver, Roll Buffalo, Daily—For Albany, Poughtseepoile Albany, and Trus.

5:00 P. M.—LARE SHORE LIMITED, Daily—24-5:00 Except Sauday—For Darrison's (West Point), Poughtseepoile Albany, and Trus.

6:00 P. M.—LARE SHORE LIMITED, Daily—For Albany, Poughtseepoile, Albany, Utica, Adirondack Mountains, Montreal, Syracias, Assay, Utica, Adirondack Mountains, Montreal, Syracias, Nagara-Falis, Cleveland, Indianapolis, St. Louis, Burlington, Montreal, Rollington, Montreal, Rollington, Montreal, Rollington, Montreal, Rollington, Rochester, Buffalo, Niegara-Falis, Cleveland, Indianapolis, St. Louis, Burlington, Montreal, Rollington, Rollington, Rollington, Rollington, Rollington, Rollington, Rollington, Rolli

Pannsylvania

STATIONS toot of Wes, Twony-in, I street and Desbroses and Gortland: streets.

27 The leaving time from Desbroses and Cortlands streets is five minutes later than that given below for Twenty-third street Station.

7.55 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. St. other as Pittsburg to Chicago. No conches to Pittsburg.

8.55 A. M. FAST LINE—Pitts urg and Cerveland.

8.65 A. M. PENNSYLVANIA LIMITED—Pullman Compartment Sleeping. Dialog. Smoking. and Observation Cars.—For Chicago. Cleveland. Toledo, Servation Cars.—For Chicago. Cleveland. Toledo, 165 P. M. CHICAGO AND ST LOUIS EXPRESS.—Ver Na bytile vita Grackman, Octago, St. Louis.

163-E. M. CHICAGO AND ST. LOUIS EXPRESS.—
For Na bville evia Ginelinat J. Chicago, St. Ladis.
For Na bville evia Ginelinat J. Chicago, St. Ladis.
Flas F. M. WESTERN EXPERISE.—For Cleveland,
Chicago. For Tolesto except Studiay.
744-F. M. SOCTHWFFFTLIN EXPRESS.—For Cinelimant, Indianapolis. St. Louis.
745-F. M. PACLY: EXPRESS.—For Pittsburg
and Chicago. Connects for Cleveland and Toledoexcept Saturday.
745-F. M. PACLY: EXPRESS.—For Pittsburg
and Chicago. Connects for Cleveland and Toledo
except Saturday.
745-F. M. PACLY: Chicago Carl, 10:55 A. M.,
12:55, 153 (3:16 "Congressional Lim... all Parlot
and Dining Carly, 425 (Dining Carly, 4:55 (Dining
Carl, 8:55 F. M. 12:10 night. Sunday, 5:25 (Dining
Carl, 8:55 F. M. 12:10 night.
SOCTHERN RAILWAY.—Express, 4:25 P. M., 12:10
light daily. SOUTHERN RAILWAY.—Express, 4:35 P. M., 12:10 night daily.
ATLANTIC COAST LINE.—Express, 5:25 A. M. and 8:05 P. M. daily.
CHESAPEARE & OHIORAILWAY.—4:55 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK.—7:55
A. M. week days and 7:55 P. M. daily.
ATLANTIC CITY.—Desbrosses and Cortlandt Streets only, 1:50 P. M. week days.
Long Branch, Asbury Tark (Interlaken, Sundays), decan Grove, and Point Pleasant (from Desbrosses and Cortlandt Streets, only), 9:10 A. M., 12:10, 2:30, 8:40, 5:10, and 1:50 P. M. Sundays, 9:45 A. M., 5:16 P. M.
FOR PHILADELPHIA.

Sibb. F. M. 1210 fight. Subdays. 6:15, 7:05, 5:25, 8:2 DELAWARE, LACKAWANNA AND WESTERN

BELAWARE, LACKAWARNA AND WESTERN R. H. Stations in New York, Follow of Barcley and Christopher, Sta.

VESTIBLE TRAINS, FULLMAN BUFFET CARS, FINENCE LOCALS, FURNISH LIGHT.

Direct route to Newark, Bloomded, Montelair, the Oranges, Summit, Bernardsville, Basking Ridge, Madison, Mortstown, Passaie, Paterson, Roomton, Dover, Stanhoje, Newton, Budd's Lake, Lake Horatsong, Stanhoje, Newton, Budd's Lake, Lake Horatsong, Hackettstown, Schooley's Meuntain, Washington, Phillipsburg, Easton, Water Sap, Stroudsburg, Poesno Mountain, Scranton, Fittston, Wilsebarre, Nanticoke, Danville, Northungh-riand, Montrose, Boghamton, Outerl, Norwich, Water Hile, Utea Richneid Springs, Coriland, Syracuse, Oawego, Ithaca, Owego, Emira, Copping, Bath, Danville, Puffalo, and all points West, Northwest, and Southw st.

8:00 A. M.—Binghamion Mail. Stops at principal stations. points West, Northwest, and Southwest.

8:00 A. M. -Bighamiton Mail. Stops at principal stations.

10:00 A. M. - (Cafe car.) Buffalo, Scrauton, Hinghamiton, Owego, Ithaca, Fimira Syracuse, and Oswego Express. Pullman buffet parior cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. - Scranton, Binghamiton, and Ebuira Express. Pullman buffet parlor cars.

1:00 P. M. - Scranton, Wilkesbarre, and Plymouth Express. Pullman buffet parlor cars.

7:00 P. M. - (Dally) - Chicago Vestibule Limited Express. Pullman buffet parlor cars.

7:00 P. M. - (Dally) - Chicago Vestibule Limited Express. Pullman buffet sie-ping car. New York to Chicago, Dulman buffet sie-ping car. New York to Chicago, Dulman car west of Buffalo.

8:80 P. M. - (Dally) - buffalo Express. Pullman sleepers for Scranton, Binghamton, Chicago, Buffalo, Scranton, Binghamton, Owego, Haca, Elmira, Utics. Syracuse, and Oswego Express. Pullman buffet sleepers.

Tickets and Pullman ac ommodations at Henry Gaze 2 Sons, Ltd., 11: Bro-dway, 14 Park place, call 429 Broadway. Tickets at Ferry Stations, 942 Broadway. 429 Broadway. Hokets at Ferry stations, 942 Broadway, 11; 4th ar., cort 12th st.; 4th West, 125th st., 225 Goinnbus av. New York; fil88 and 723 Fulton st., and 100 Broadway, Prockyyn. Time tables giving full information at all stations.

Westcott's Express Commany will call for and check basigage from hotel or resolence to destination.

ERIE RAILROAD.

Through trains leave New York, foot of Chambers, as follows, and five infrates earlier from West 9:00 A. M.—Vestibule Express delly for Waverly, 9:00 Ringhamton, Limita, Buffalo, Bradford, arrives Buffalo 8:00 P. M.—Vestibule Buffalo, Bradford, 2:00 So id train for Calenge, via Chestianojua Lake, arrives Cleveland at 1:40 A. M., Chicago S. F. M., Siespers to Chicago, Cleveland, and Cincinnati. Dince 23. Siespers to Chicago, Cleveland, and Chicinnan. Dinling car.

7:30 P. M. —Buffalo and Cleveland Vestibule Exfraction 7:15 A. M. Jamestown 6:55 A. M. Chicago,
land 1:15 P. M. (Siespers to Buffalo 7:15 A. M.,
naxing direct connection for Detroit, Chicago, and
the W.st.

6:45 P. M.—DAILY—Via Chautaugus Lake and
Chicago, Siespers to Hornellaville, Chicago, and Cincinnant. Dining
car. ers to Hornellaville, Chicago, and Chelman.

THERES. LOCAL TIME CARDS, AND PULLMAN
ACCOMMODATIONS at 111, 113, 201, 401 and 457
Broadway, 127 Bowery, 156 East 125th at, and 61
West 125th at, Chambers and West 22d at, forres,
New York; 338 and 736 Fuller at, 169 Broadway,
Brooklyn; 300 Hudson st., Hoboken, and Jersey City
station. Westort's Express calls for and checks baggage from hotels and read reces to destination.

New York and Boston All Rail N. Y., N. H. & H. R. H. and connections. From Grand Central Station.

1300 P. M. New London and Providence, 7-2. P. M. 1500 P. M. New London and Providence, 9-30 P. M. 1500 P. M. Springfield and Workseter, 1500 P. M. Springfield and Workseter, 1500 P. M. Springfield and Workseter, 1500 P. M. 1500 P. M. Strangfield gad Workseter, 1500 P. M. 1500 P. M. Strangfield gad Workseter, 1500 P. M. 1500 P. M. Strangfield gad Workseter, 1500 A. M. 1500 P. M. Stew London and Providence, 6:25 A. M. 1500 P. M. State Lindted; and partor care, 7:10 Park 1500 Parior care seas.

Air Line L. mited; arrives at and departs from Park Equipment Ration, Bestein, Scium service again from and by same route.

Through parior and sleeping care by each in the C. T. HEMPSTEAD, Gen. Pass. Agash.